

4. DOWNTOWN DESIGN CONCEPT

An Enhanced, Traditional Downtown

This Specific Plan guides the downtown towards a single vision:

“An enhanced, traditional downtown serving the community with a variety of destinations in a pedestrian-friendly environment.”

In order to implement this vision of a traditional multi-dimensional downtown, the plan identifies specific strategies for both the public and private realms. The key to this vision is to take advantage of Sunnyvale’s mix of small-town features and mid-size city infrastructure. These strategies include:

- Encouraging a variety of uses to create a vital, lively and interesting street scene both the day and night.
- Establishing village-style districts within the downtown to encourage architectural variety and organize uses into a cohesive pattern.
- Creating connections between these different districts through visual connections, comfortable pedestrian pathways and convenient vehicular access.
- Building on the established mass-transit network of bus stops and the Sunnyvale Caltrain station by improving the quality of these areas and linking them to pedestrian and vehicular connections.
- Giving the downtown a sense of place by establishing both downtown and neighborhood gateways to announce the presence of the downtown and define its boundaries.
- Preserving and building on existing historical buildings and cultural resources.
- Providing plazas and other gathering areas throughout the downtown for community events and recreation.

Many of these design concepts build on existing assets in the downtown. The downtown area has excellent transportation infrastructure with the regional transportation corridors of US-101, Highway 237 and Interstate 280. Major boulevards of El Camino Real and Mathilda Avenue provide direct vehicular access and mass transit options such as the Caltrain rail and the VTA bus systems. Existing land uses of the Town Center mall and Murphy Avenue offer regional retail services and a charming local area predominated by restaurants and small retail businesses. The nearby City Hall and Library are major civic land uses in the vicinity.

Variety of Uses

Sunnyvale’s downtown contains a variety of uses, including low, medium and high density residential uses, office, local and regional retail, restaurants and entertainment. The new plan proposes strengthening this mix of uses and organizes it into a series of districts. Promoting mixed uses in the districts is a key feature of the

future downtown as it creates a lively street scene, increases walkability, reduces dependence on the automobile, and provides for higher-density housing in proximity to mass transit.

Downtown Districts

Central to the Specific Plan concept is the creation of districts within the downtown, each displaying its own identity in terms of land use, architectural style, street treatment, landscaping, street tree appearance, signage and street fixtures. The uniqueness and quality of architectural design and public spaces within these districts will determine the success of the downtown as an interesting and attractive place in which to live, work, shop and visit. These districts are discussed in detail in Chapter 6 and shown in Figure 4.1.

The vision for these districts can be quite different than the existing neighborhood character. There will be transition periods where new development is in conformance with the future character of the district but not compatible with surrounding development. This Specific Plan acknowledges that there will be some transitional incompatibilities during the course of development and that this is necessary in order to realize the future vision for the downtown.

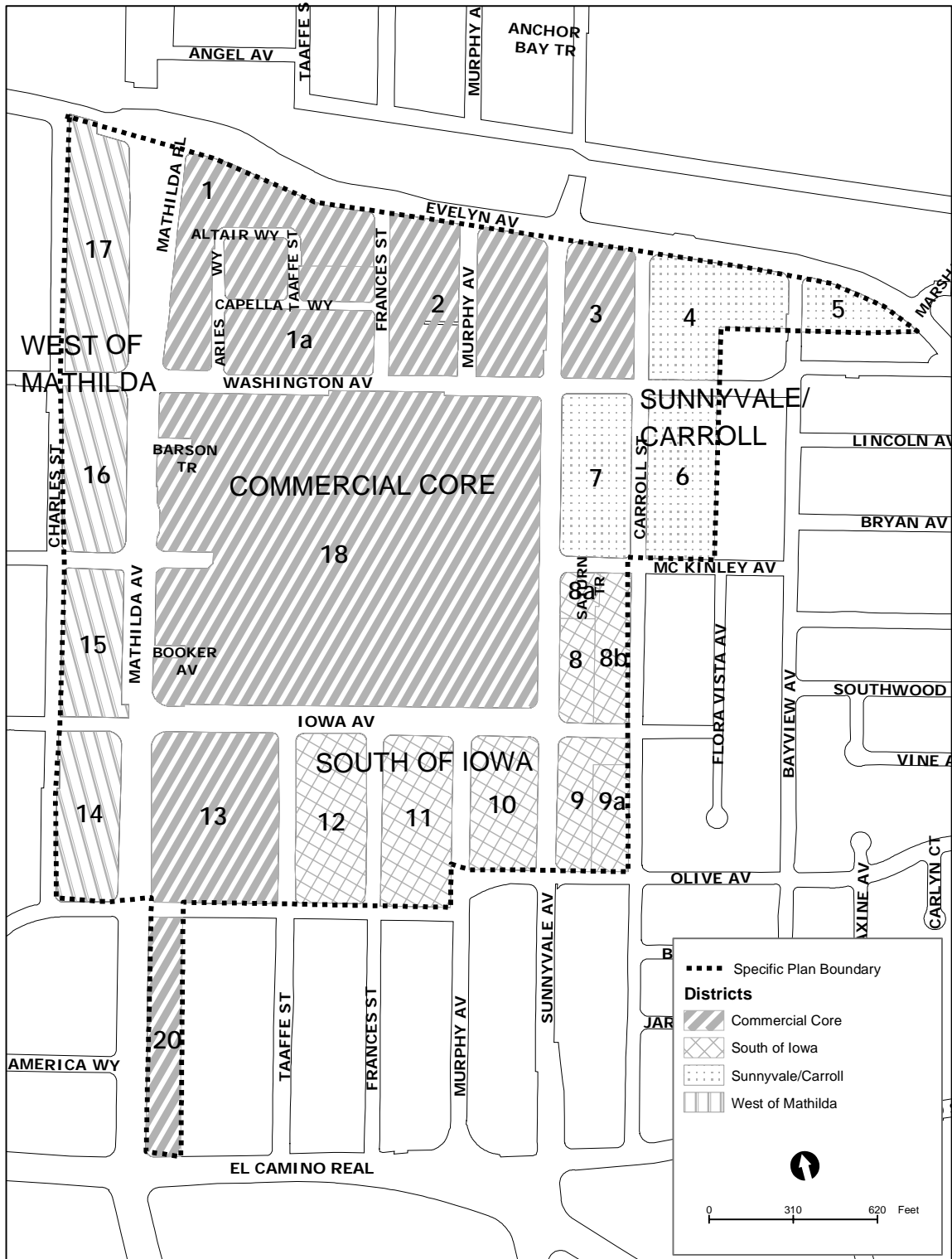


FIGURE 4.1 DOWNTOWN DISTRICTS

Connections

RE-ESTABLISHING THE STREET GRID

An important part of the street plan is to re-establish the original street grid and its relationship to Washington and Mathilda Avenues. The construction of the original Town Center mall removed these connections and any future redevelopment should re-establish these links wherever possible either as public rights-of-way or public/private streets. These possible links include:

- McKinley Avenue between Mathilda Avenue and Sunnyvale Avenue
- Murphy Avenue between Washington and Iowa Avenue
- Taaffe Street between Washington and Iowa Avenue

The McKinley Avenue extension provides access to retail space. The Murphy Avenue extension will establish strong connections between the new retail development and the successful businesses on Murphy Avenue. All efforts should be made to create a direct link between the McKinley and Murphy street extensions, either as a complete roadway or a substantial pedestrian pathway. Lastly, the Taaffe extension will increase foot traffic and access between Iowa and the businesses north of Washington Avenue.

STREET CHARACTER

Street character is critical to creating a pleasant pedestrian ambiance. Streetscape elements help define the character and quality of the public realm. Wide sidewalks, shade-producing street trees, and streetscape amenities improve the pedestrian environment, provide relief from the sun, and promote pedestrian movement from place to place. The new plan improves the pedestrian experience within the commercial core by providing wider sidewalks, more street trees and comfortable pedestrian furniture. Detailed streetscape design standards are located in Appendix A.

Street Design

This plan establishes a hierarchy of boulevards, avenues and streets, each with design elements consistent with their use. Boulevards accommodate the highest traffic volumes and handle regional access to the downtown and have limited on-street parking to promote efficient vehicular movement. Avenues accommodate less traffic than boulevards, connect the various districts to regional boulevards and allow for on-street parking. Both avenues and boulevards should have planted medians and dedicated left turn lanes. Streets are district-oriented and have on-street parking and curb bulbouts to increase available parking for the neighborhood and minimize pedestrian crossing distances.

Sidewalk Widths

In general, sidewalk width standards have been expanded throughout the downtown, with 10-20 ft. sidewalks throughout the main areas of the downtown. Mathilda Avenue has sidewalks of up to 27 ft. wide, while local streets may have sidewalks ranging from 5-10 ft.

Street Trees

The new plan recommends maintaining the existing specific plan's Street Tree Program for each of these streets. Design considerations such as scale of canopy, scale of street, color shading characteristics and sun exposure are taken into account.

Streetscape Design Standards

Streetscape design standards, including specifications for street furniture, sidewalk patterns and tree installation have been adopted to ensure a consistent and high-quality pedestrian experience throughout the downtown.

Bicycle Lanes

The new plan recommends retaining the existing specific plan's proposed bicycle lanes on Sunnyvale and Iowa but recommends moving the bicycle lanes proposed for Washington to Evelyn.

MASS TRANSIT

The downtown area includes facilities for the Santa Clara Valley Transportation Authority bus service, CalTrain commuter rail service, Greyhound bus service and future light rail. A multi-modal public transportation transfer point is located north of Block 1 at the train station and is illustrated in Figure 7.3. Building on the centrally located and easily accessible public transportation facilities in the downtown is a primary strategy to both to decrease dependence on the automobile and promote walkability of the downtown. Future development should ensure easy pedestrian access to these facilities and enhance multimodal connections.

Gateways and Wayfinding Signage

There are two types of gateways and each has a separate function. Downtown gateways announce arrival, and residential gateways establish boundaries. Locations of these gateways are shown in Figure 4.2. The Specific Plan also supports district markers within or near the commercial core that encourage entry into the commercial core, identify parking and direct pedestrian traffic.

DOWNTOWN GATEWAYS

The recommended locations are:

- Mathilda/Washington intersection
- Mathilda/El Camino Real intersection
- Sunnyvale/El Camino Real intersection

A special gateway is recommended at the Mathilda/Sunnyvale Saratoga Road intersection to announce an alternate downtown point of arrival via Sunnyvale for northbound traffic on Mathilda. Downtown gateways should invite entry, be designed for vehicular scale, and be well-lit for nighttime visibility. Gateway intersections should receive enhanced design treatment such as special crosswalk pavements and light poles.

NEIGHBORHOOD GATEWAYS

Residential gateways are neighborhood markers that create subtle boundaries between the commercial core and downtown residential districts to protect neighborhoods from cut-through traffic and commercial parking. Residential gateways should convey a sense of limited access, "for residents only." These markers should be more subdued to conform to a quiet residential neighborhood. Design features could include curb bulb-outs at intersection entrances and signage markers announcing neighborhood identity. Possible locations for neighborhood gateways are:

- Mathilda/Iowa intersection on the west side of Mathilda
- Mathilda/McKinley on the west side of Mathilda

- Iowa/Taaffe on the south side of Iowa
- Iowa/Frances on the south side of Iowa
- Iowa/Murphy intersections on the south side of Iowa
- Sunnyvale/Iowa on the east side of Sunnyvale
- Sunnyvale/McKinley on the east side of Sunnyvale
- Washington/Carroll on the east side of Carroll

WAYFINDING SIGNAGE

Wayfinding signage is an identification sign system to direct motorists, bicyclists and pedestrians from major arterials into the downtown. It would also direct motorists in the garages once they are in the downtown area. Smaller pedestrian-scale signage would direct shoppers to their final destinations. This signage should be explored and installed when funding becomes available.

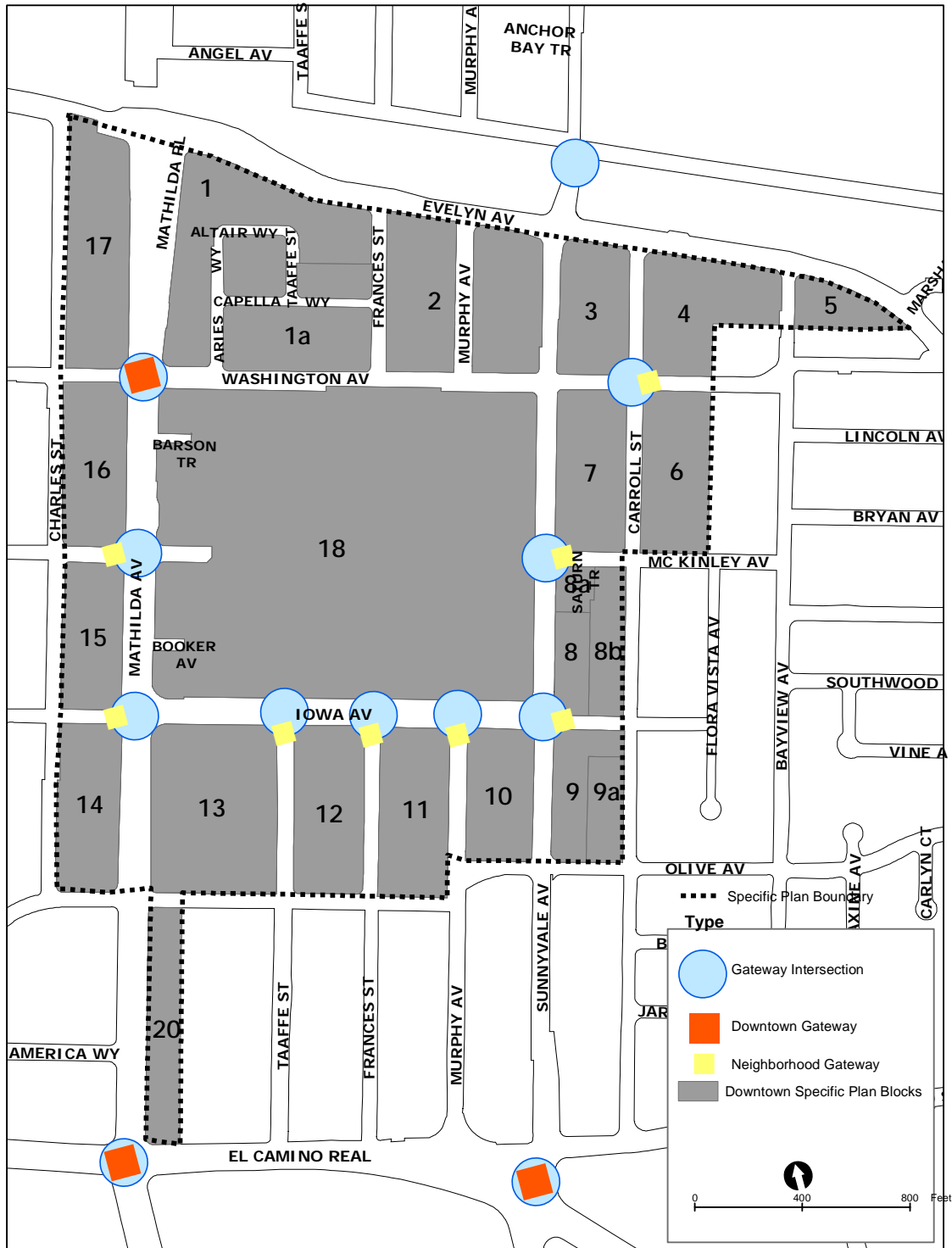


FIGURE 4.2 DOWNTOWN GATEWAYS

Historical Buildings and Heritage Resources

The downtown contains significant historical buildings located in landmark districts, individual landmark properties and local heritage resources. There is one landmark district located in Block 2 and named the Murphy Station Landmark District. The Murphy Avenue Design Guidelines sets forth design guidelines for building renovations and public area improvements for the District. These Landmark buildings may not be altered without approval of a Landmark Alteration Permit by the Heritage Preservation Committee, and may not be demolished without appropriate environmental review. Other historic structures in the downtown are listed on the City's Inventory of Heritage Resources which provides recognition of the historic value of the structure. Alterations to buildings on the Heritage Resources Inventory are subject to review by the Heritage Preservation Commission.

In addition, the downtown is bordered to the south by the City's only Heritage Housing District on the 500 block of Taaffe, Frances and Murphy. This Heritage Housing District designation was developed to preserve the unique historic characteristics of historic neighborhoods, which is present through the variety of architectural styles in this neighborhood. The South of Iowa design guidelines are strongly influenced by architectural styles in this adjoining area.

These structures and trees are important references to the City's history. Preservation of these structures is encouraged, and incorporation of these historical architectural features is encouraged for new development in the downtown.

The following is a list of the historic resources within the boundary of the Specific Plan:

HERITAGE RESOURCES

1. 432 S. Frances
2. 454 S. Frances
3. 464 S. Frances
4. 471 S. Frances
5. 498 S. Frances
6. Frances Avenue Streetscape (400-500 blocks)
7. Murphy Avenue Streetscape (400-500 blocks)
8. 445 S. Murphy
9. Sunnyvale Town Center Trees
10. 394 E. Evelyn (Sunnyvale Hotel)

HERITAGE LANDMARKS

1. Murphy Station Landmark District (100 Block of South Murphy)
2. 114 S. Murphy Avenue (Del Monte Building)

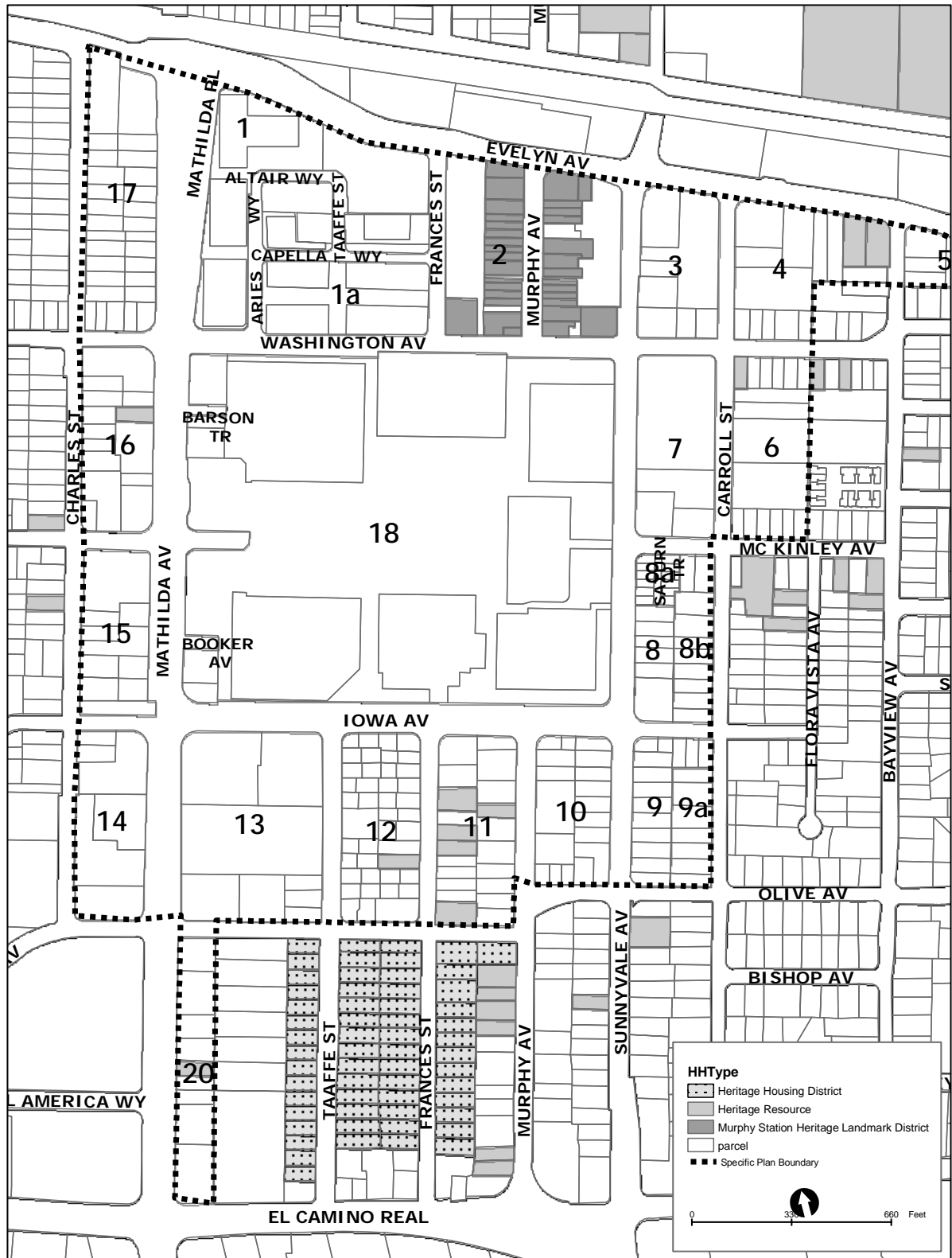


FIGURE 4.3 HISTORIC RESOURCES

Plazas and Open Space

DOWNTOWN PLAZA

The Downtown Plaza, located at the corner of Frances Street and Evelyn Avenue, offers an opportunity to provide the downtown with a formal gathering space. Programmed events in the Evelyn plaza would be able to take advantage of the plaza's setting and close proximity to regional transit such as the Sunnyvale Caltrain Station. The Plaza's central amphitheater surrounds a permanent raised performance stage located at the center of the plaza. The performance stage would accommodate both small informal performances and large formal events. For large community events Frances Street would be closed to traffic allowing the plaza area to extend across both Frances Street and the surface parking lot located behind 100 South Murphy block.

For daily uses the plaza would create both active and passive spaces for by local residents, surrounding businesses and downtown patrons. Daily activities include meeting for a picnic, traversing the plaza's labyrinth or reading a book under one of the flowering shade trees. The plaza is to be constructed in phases. Future phases include a raised terraced overlook feature, interactive water features, enhanced lighting and public restrooms.

Murphy Avenue Plaza

The Murphy Plaza is an opportunity to strengthen the commercial core's proposed intersection at Murphy and Washington while enhancing access and visibility to the northern department store's entrance. This plaza could be the downtown's "meeting place" embellished with a fountain, shade trees and places for sitting. A portion of the plaza could also be an event space, hosting the downtown's weekend market and Sunnyvale's annual gatherings. This central downtown location makes the space ideally suited for this purpose, support in the businesses on Murphy and increasing opportunities for mall merchants. For these events, all or a portion of the Murphy extension would be closed to traffic, increasing the plaza's width and promoting fluid pedestrian movement.

TOWN SQUARE

In the center of Block 18 are significantly sized redwoods which form a green center to the block. The plan encourages building on this green area to create a public open area to be surrounding on all sides by retail, creating the city's central green. This type of space would complement the other plazas listed above, as being primarily green and centrally located in the downtown. Outdoor dining from surrounding restaurants and cafes would spill into the central green creating a focal point that creates a space for people to gather, see and be seen.



FIGURE 4.4 HOUSING IN THE NORTH OF WASHINGTON AREA



FIG 4.5 MURPHY AVENUE PLAZA AT THE CORNER OF WASHINGTON / MURPHY AVENUES

5. GENERAL DESIGN GUIDELINES

Overall Building Design Concept

“An enhanced, traditional downtown serving the community with a variety of destinations in a pedestrian-friendly environment.”

Sunnyvale’s downtown is envisioned as both a small-town village center and a mid-size commercial core. Development potential exists for integrating living, working, shopping, and entertainment activities into the community’s traditional center. The following guidelines are intended to address major areas of site design, architecture and design details. Diagrams are included.

SITE DESIGN: Planning considerations promote strengthening the interconnection between these diverse downtown elements in a pedestrian-friendly manner. These include locating active uses at key downtown corners, enhancing pedestrian walkways and minimizing the visual impact of parking areas.

SCALE AND CHARACTER: Downtown development should reflect a balance between the more low-scale suburban development surrounding the downtown and the need for development intensity in the core area to create a lively and pedestrian-friendly place. Many of the scale and character guidelines are aimed towards reducing the appearance of mass and creating an architectural character that is uniquely Sunnyvale. Free-standing buildings, varied heights and different building setbacks are encouraged.

ARCHITECTURE AND DESIGN DETAILS: While ground floor facades are intended to enrich the pedestrian experience, upper floor facades shall address scale, proportion and the spatial definition of public domains. Ground floor façade organization should generate architectural interest at the pedestrian perspective and architecturally distinguish the ground floor from upper floors. Entrances shall address two important architectural design considerations: identifying pedestrian access into important active uses such as retail spaces, office lobbies, and residential lobbies; and creating opportunities for enhanced architectural expression, particularly at the ground floor.

A. Site Design and Organization

- A.1. Maintain the existing downtown street grid and, to the extent feasible, reconstruct the grid where interrupted by Town Center Mall.
- A.2. Locate private on-site parking below grade or behind active uses. Public parking such as surface lots and on-street parking may be permitted with applicable streetscape design.
- A.3. Use water elements and fountains for interest and sound at key pedestrian locations such as courtyards and exterior gathering spaces.

- A.4. Use quality exterior paving materials such as natural stone and architecturally enhanced concrete at key pedestrian crossings or to delineate boundaries between public and private development.
- A.5. Locate retail entrances, displays and special design features at building corners. Locate less active uses, such as lobby entrances to upper level spaces, at mid-block.
- A.6. Provide direct entrances or stoops to street-level residential units such as a porch, platform or staircase, to create an intimate streetscape.

B. ARCHITECTURE AND DESIGN DETAILS

- B.1. Use variable heights and roof forms to break up the building mass. Do not present a uniform block of building built to the maximum height limit.
- B.2. Interrupt ground floor facades about every 30 ft. with various architectural elements such as trellises, balconies, steps, openings etc.
- B.3. New commercial development should have a variety of styles and appear to be constructed over a long period of time. "Cookie cutter" development is discouraged.
- B.4. Establish an architectural character that respects Sunnyvale's historic downtown assets. Commercial buildings in the Murphy Avenue Heritage Landmark District, homes in the Taaffe-Frances Heritage Housing District and individual structures on the Sunnyvale Cultural Resources Inventory offer a vocabulary of design details.
- B.5. Buildings within Sunnyvale's downtown may be contemporary in their form if architectural detailing is compatible with the surrounding architectural styles.
- B.6. "Corporate architecture" and generic designs are prohibited. Design each project specifically with respect to its own surrounding environment.

SETBACKS

- B.7. Minimize discontinuities in the commercial building mass to maintain a well-defined street edge. Recesses for entries and to create an interesting pedestrian environment are acceptable.
- B.8. Place building frontages parallel to the street, recognizing street corners with corner tower elements, and recessed or chamfered entry elements.

BUILDING FACADES

- B.9. Define buildings with three distinct components: base, middle and top. Each component shall have horizontal and vertical articulation.
- B.10. Use strongly defined bases for buildings. Delineate the building base with architectural features such as a string course or cornice element or quality exterior materials such as stone, precast concrete, decorative terra cotta, brick masonry, and limited applications of metals such as painted ornamental steel, stainless steel, chrome, or bronze .
- B.11. Provide awnings, canopies, and shade structures along the street level to create intimate enclosures at the sidewalk and accommodate signs, graphics, and lighting.
- B.12. Emphasize the street level with the highest quality materials and detailing.

- B.13. For upper floors, articulation is the most important quality. Continuous flat facades should be avoided through recessed windows, awnings, French balconies, bay windows and vertical elements.
- B.14. Articulate entrances as special design elements. Give corner entries special design treatments using recesses or chamfers.
- B.15. Use variable heights and roof forms to break up the building mass. Do not present a uniform block of building built to the maximum height limit.
- B.16. Create architectural relief, definition and shadow by recessing storefronts, windows, and entry doors at least 6 inches.
- B.17. Provide window displays and views into active retail, entertainment, and commercial uses.
- B.18. Accentuate special locations such as street intersections and major building entrances with building treatments such as tower elements.
- B.19. Avoid blank facades.
- B.20. Avoid oversized detailing, particularly at the pedestrian levels.

ROOFS

- B.21. Roof treatments, such as cornices and overhangs, are encouraged to clearly delineate and terminate individual building tops. Unarticulated parapets are not allowed.
- B.22. Roof overhangs are encouraged to feature rafter or outrigger treatments.
- B.23. Use mansard roofs that emulate gabled or hipped roofs only when fully gabled or hipped roofs are impractical due to building size limitations.
- B.24. Minimize the appearance of exterior roof drains.

WINDOWS

- B.25. Windows and mullions are encouraged to form composed patterns of fenestration to complement a building's massing and to provide scale and rhythm. Mullionless glazing systems are discouraged except at street level retail uses or as a limited, special building feature.
- B.26. Use quality window systems such as painted, front-loaded aluminum or steel systems, casement systems or double-hung systems. Limit curtainwall or horizontal strip windows. Avoid surface mounted fin systems.
- B.27. The use of clear glass is required for the ground floor. Green tinted glass; fritted glass; and decorative glass may be considered as decorative elements or for upper floors.
- B.28. Glass tints such as solex light or solex medium green are preferred to darker tints such as bronze or dark gray. Additional protection from solar gain shall be enhanced by building design utilizing recesses and shading devices. Mullionless, monolithic glazing may be used in special applications (such as retail shop fronts or office lobbies) as an accent to the overall design, but shall not be used as an overall design theme. Acceptable frit patterns include dot patterns or custom patterns.
- B.29. Reflective glass is not permitted except in minor, decorative applications.
- B.30. Continuous strip windows are discouraged.

ENCOURAGED BUILDING MATERIALS

- Building quality is reflected in material quality. The use of durable, high quality materials is required.
- Precast concrete (architectural quality, utilizing subtle colors and fine-grained aggregates to create a "cast stone" appearance.)
- Architectural quality cast-in-place concrete

- Glass fiber reinforced concrete (GFRC)
- Modular brick masonry (Modular brick is encouraged to be unglazed, utilizing traditional textures and colors)
- Stone (particularly to be used at the pedestrian level at column bases, window sills, window surrounds, string courses, and cornices)
- Decorative terra cotta
- Stucco and cement plaster (Stucco and cement plaster are encouraged to have controlled surface textures and composed patterns of reveals and control joints to create interest. Do not use stucco finish to simulate the use of another material, i.e. wood trim window sills).
- Standing seam metal roofing
- Barrel roofing tile
- Slate or concrete roofing tile

DISCOURAGED MATERIALS

- Painted metal
- Plain concrete block
- Metal siding
- Specular surfaces
- Glazed tile except as accents
- Shiny reflective metal panels
- "S" roofing tile
- Composition roofing
- Mirrored glass
- Faux materials such as faux stone, faux brick, or EIFS.
- Chain link fencing.

COLOR

A variety of colors are encouraged, selected to enhance natural material choices such as stone, wood, and natural metals, and quality architectural materials such as precast concrete, brick masonry, and barrel tile. Use colors to differentiate residential units. Use colors with a very high degree of light reflectance sparingly to control glare. Use darker and more intense colors at the building base. Color changes should be used to highlight changes in building articulation (such as base, middle, top), changes in materials, or individual architectural details (such as door surrounds, windowsills, window surrounds, cornices, etc). Reserve bold colors as accents for building details, ornamentation or special features.

C. LANDSCAPING AND OPEN SPACE

SITE LANDSCAPING

- C.1. Demonstrate a landscape design concept and link various site components. Placement and type of plan materials shall relate to the site and buildings.
- C.2. Preserve and incorporate existing natural features, particularly trees, into the landscape design of projects.
- C.3. Use live plant material in landscaped areas. Use of colored rock, wood bark and gravel in place of landscaping is not acceptable.
- C.4. Choose a variety of plant material with different textures and colors. Use water-wise plant material, as specified in the Landscape regulations.
- C.5. Use appropriate native vegetation. Use water conserving plant material in 70% of all landscaped areas.

- C.6. Use special landscape treatments at focal points and highly visible areas of the site.

Parking Lot Landscaping

- C.7. Landscape at least 20% of the parking lot area.
- C.8. Provide landscape islands all through parking lots. Islands shall be a minimum of 6 ft. wide and shall be continuous between double rows of parking spaces.
- C.9. Use landscape islands instead of tree wells where possible. Where tree wells are provided, they shall be a minimum of 5 ft. by 5 ft.

Open Space

- C.10. Provide private outdoor space for each residential unit as an outward projecting balcony or an inward projecting terrace when possible.
- C.11. Provide private landscaped gardens for street level units. Install garden walls, fences or other markers of 3 ft. or less in height to separate private space from the public sidewalk.
- C.12. Semi-private exterior courtyards shall include both landscaped and paved areas, and shall be lighted for nighttime use and security.
- C.13. Plazas shall be developed with special paving, landscaping, fountains, seating areas, quality lighting, and other pedestrian amenities.

D. Signage

- D.1. Private development projects are encouraged to incorporate appropriately designed signage as an integral part of building design. Downtown Sunnyvale is intended to be active and vibrant in its commercial districts, and passive and quiet in its residential districts. Signage character should be expressive of the predominant uses and character found in the district.
- D.2. Signs shall consist of business name and address only.
- D.3. Stacked lettering is discouraged.
- D.4. Projecting signs are allowed for all commercial uses in the Specific Plan. A projecting sign may indicate a business name or an icon only and are subject to the same guidelines for materials and colors as other wall or ground signs.
- D.5. Commercial retail signs shall generally consist of externally or internally-lit individual lettering. Signage on awnings encouraged. Internally-lit cabinet signs are generally prohibited, unless of exceptional design quality. Digital signs and roof-mounted signs are prohibited.
- D.6. Multi-family residential signs shall be smaller and less vibrant than traditional commercial signs. Signs shall consist of materials such as metal, stone, and wood. Signs shall be externally lit.
- D.7. Stand-alone office and banks signage shall consist of individual lettering with spot lighting. Internal illumination is discouraged. Signs shall consist of materials such as metal, stone, and wood.
- D.8. Street-facing commercial uses that back up to rear area surface parking are encouraged to provide identity signage facing the parking area, particularly if there are secondary entrances to the parking.
- D.9. Encouraged lighting approaches include incandescent spot lighting, halo lighting, or concealed neon. Exposed neon may be considered if of exceptionally high design quality or inventiveness.

- D.10. The extension of Murphy Avenue shall be subject to the same sign criteria as listed in the Murphy Avenue Design Guidelines.

E. Parking Structures

- E.1. Horizontal parking decks shall occur at perimeter bays, visually shielding sloping ramps at interior bays, giving structures a simple expression of vertical columns and horizontal beams and spandrels.
- E.2. Facades shall be given the same thoughtful design consideration as active use buildings.
- E.3. Facade organization shall recognize the base and the top as important design elements. The base shall be enriched with finer materials and decorative elements, and the top shall be terminated with cornices or moldings.
- E.4. The ground floor shall be designed to shield direct view of parked cars to the extent feasible, through use of decorative grilles, landscaping, or low walls.
- E.5. Solid spandrels, 2' - 8" minimum in height, shall be provided at perimeter bays to completely conceal the front of parked cars on elevated levels.
- E.6. Exterior cladding utilizing exposed cast-in-place concrete or precast concrete shall be of an architectural quality, utilizing high quality forming materials, and incorporating reveals, textures, sandblasting techniques, etc.
- E.7. Stair and elevator cores shall be designed as important architectural components and shall be treated with finer materials and high quality lighting.
- E.8. Use of finer cladding materials and decorative elements is encouraged at upper floors.
- E.9. Light poles of the top level shall not be placed along the exterior walls, but located sufficiently inward from the exterior walls so they are not readily visible from the street.

F. Service Facilities and Mechanical Equipment

- F.1. Locate service areas and drives away from public streets and nearby residential uses. Place service facilities in the least visible areas.
- F.2. Fully screen all service facilities from the public street and adjoining properties
- F.3. Integrate screening for rooftop mechanical equipment into the building massing, using quality materials compatible with exterior building façade materials. Arrange screening into a compact cluster to the extent possible rather than several small individual screening structures. If multiple screening structures are required, integrate them into the building massing. Roof access ladders shall not be located on the exterior of a building.
- F.4. Mechanical equipment screening shall comply with Zoning Code provisions.
- F.5. Wall or window mounted air conditioners shall not be visible from a public street unless architecturally treated or screened to blend with the existing building.
- F.6. Exterior sprinkler piping, if required, shall be sleeved through beams and placed as close to the slab soffit as possible.

G. Lighting

- G.1. Low brightness lighting fixtures utilizing warm, color-corrected light sources with appropriate beam cut-off are encouraged to minimize uncontrolled nighttime light and glare.
- G.2. Interior light fixtures shall be a high quality metal halide with carefully controlled beam spreads, designed to be seen from the exterior (through facade openings) as well as the interior.